Descriptive Finding Guide for

**The Theodore C. Macaulay Personal Papers**

**(1887-1965)**

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**Cataloging Information**

Collection Number: SC.10091

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Restrictions: None

URL SDASM:<http://sandiegoairandspace.org/collection/item/theodore-c.-macaulay-special-collection>

URL OAC: <http://www.oac.cdlib.org/institutions/San+Diego+Air+and+Space+Museum+Library+and+Archives>

URL Flickr: <http://www.flickr.com/photos/sdasmarchives/sets/72157634859958487/>

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**Provenance**

The materials in this collection were given to the San Diego Air & Space Museum. The collection has been fully processed and is open research.

**History**

Col. Theodore C. Macaulay USAF (Ret.) (September 30, 1897 – April 20, 1965) was born in Minnesota and educated in New York. His parents were Henry F. and Susan Tomlinson Ayers Macaulay. At the Curtiss Aviation School at North Island, Macaulay leaned to fly in the latter part of 1912, making him an Early Bird (an airman who flew before 1916). In 1913, he was named manager and chief instructor of the Curtis Aviation School at North Island. He earned his Expert Aviator’s License (Number 19) Thanksgiving Day, 1913. Shortly after setting an American altitude record in 1914, Macaulay transferred to the Curtiss factory at Hammondsport, NY. The intent was for him to accompany a shipment of Curtiss H-7 TB flying boats to Russia.

While waiting for completion of this order, Macaulay took a Curtiss an H-7 to Toronto, Canada, the first such aircraft to be in Canada. In 1915, Macaulay was named manager of the Curtiss Flying School at West Island Point (Hanlan’s Point), Toronto, where he trained Canadian pilots for the Royal Naval Air Service and the Royal Flying Corps. He also conducted test flights for Curtiss. During this time with Curtiss, Macaulay set many altitude and speed records, winning the Curtis Cup in 1915. Sept. 1, 1915 he wed Margaret Street of Coronado, Ca.

In 1916 Macaulay was named a senior instructor of the U.S. Army Signal Corps Aviation Section. His achievements included organizing air fields in Chicago and Rantoul, Illinois and in Memphis, Tennessee. His training assignments took him to Taliferro Field in Hicks, Texas and back to North Island to direct training at Rockwell Field on North Island and Ream Field at Imperial Beach. The site was named after Major William Ream, the first U.S. Army Flight Surgeon to be killed in an aircraft accident.

Macaulay frequently stopped in Tucson on his regular flights between Texas and San Diego. In early 1919, Macaulay wrote an article for the Saturday Evening Post that praised Tucson as a “friendly and appreciative city”… and an ideal place for aviators.” In May 1919, the city opened its first municipal airport named Macaulay Airfield. In 1920 the field was renamed Fishburn Field and then Tucson Municipal Flying Field. In 1927 the city would move its airport to a site it named Davis-Monthan Field, which is still in use as Davis-Monthan Air Force Base. The original airport changed hands several times and ceased operation sometime between 1933 and 1958.

In 1922, Macaulay participated in a search for a missing aircraft carrying Army pilot First Lieutenant Charles C. Webber and US Cavalry Colonel Francis C. Marshall. A memorial of the crash is in Cuyamaca Rancho State Park in San Diego.

Macaulay was an original member of the aviation committee created in 1924 by the San Diego Chamber of Commerce to facilitate the creation of an airport for the city. From 1929 to 1942, he would serve as manager for the Chamber.

From 1942 to 1944, Macaulay would return to the U.S. Army Air Corps as a part of the Army Air Transport Command and as liaison officer with the British and French air forces in North Africa for which he received the Legion of Merit Medal.

Post war, Macaulay stayed active in the community serving as a member of the National City and Chula Vista Chambers of Commerce and the Coronado Civic Club. He was manager of the Coronado branch of the National Trust & Savings Bank. Macaulay wrote many manuscripts, some of which were published in technical magazines and at least one in *The Saturday Evening Post* in 1919. In 1958, Macaulay attended a reunion of Early Birds in Pittsburg, Pennsylvania.

**Description & Content Notes**

**Description:** One 10” X 15” X 5” archival box.

**Content notes:** The collection contains many letters, contracts and manuscripts covering many aspects of the career of Theodore C. Macaulay. The focus is his relationship with Curtiss Aviation as student, employee and member of the U.S. Army Signal Corps. Also included are corporate memos and correspondence written by Glenn Curtiss to any number of recipients. As flight instructor, Macaulay regularly submitted names and validations for students to receive certification from the Aero Club of America.

**Related SDASM Resources:**

SDASM Bio-File: Macaulay, Theordore C.

SDASM Bio-File: Curtiss, Glenn

AL-014, Glenn Curtiss Photo Album

Glenn Curtiss Bio Files

North Island Photos

**Important Personalities & Subjects**

Air Transport Command; Arnold, General Henry Harley “Hap”; Beachey, Lincoln J.; Burgess Company; Curtiss Hydroaeroplane; Curtiss School; Curtiss, Glenn; Early Birds of Aviation; Hanlan’s Point, Toronto; Lindbergh Field; Malick, Emory C.; McClaskey, J.W.; Naval Air Station Imperial Beach; Ream Field, Imperial Beach; Rockwell Field; San Diego; Taliaferro Field (Camp Taliaferro) Hicks, Texas; Tuscon Arizona Municipal Flying Field; Variable Pitch Propeller; West Island Point, Toronto

**Series Description**

SERIES I: Letters and Documents

SERIES II: Photos

SERIES III: Manuscript

SERIES IV: Brochures

**Box Listing**

**Box 1 of 1**

**SERIES I: Letters and Documents**

**Folder 01 – Macaulay’s Acceptance and Employment Letters from Curtiss Aviation**

1. Letter dated June 4, 1912 from Curtiss Aeroplanes accepting Macaulay to Hammondsport school.
2. Contract dated January 14, 1913 for admission to San Diego school. Cost of $400.
3. Letter dated November 20, 1914 from Curtiss concerning jobs for Macaulay.

**Folder 02 – Curtiss School San Diego 1912-1915 Financials and Correspondence**

1. Lease agreement between Glenn Curtiss of Hammondsport and J.W. McCaskey of San Diego for use of Curtiss School Equipment on North Island, dated August. 6, 1912, 3 pages, including financials.
2. Contract between Curtiss Aeroplane Co., of Hammondsport and Tomoshige Ikuhara of San Diego for flight lessons in San Diego, starting March 11, 1913, dated March 10, 1913 signed by Curtiss.
3. Summary of Financial statement for Oct., Nov, Dec. (No year)
4. Expense report April 11 – Dec. 3, 1912 pages 1 and 2.
5. Financial statement Aug.–Sept. 1913.   
   1 original.  
   2 copies.
6. Financial statement for Oct., Nov., Dec. 1913. Page 1.  
   1 original.  
   1 copy.
7. Financial statement for Oct., Nov., Dec. 1913. Page 2.  
   1 original.  
   1 copy.
8. Summary of financial statement for Jan. 1914
9. Financial statement for January. 1914. Page 1.  
   1 original.  
   1 copy.
10. Financial statement for Jan. 1914. Page 2.  
    1 original.  
    1 copy.
11. Financial statement Feb. 1914.  
    1 original.  
    1 copy.
12. Summary of financial statement Feb. 1914.
13. Letter to Aero & Hydro, dated Dec. 9, 1913.
14. Inventory of equipment Dec. 15, 1913.
15. General information sheet for Curtiss Aeroplanes for North Island School. Undated.
16. Memo to Curtiss Hammondsport dated Jan. 8, 1914.
17. Unsigned recommendation for Private Phil S. Kilmer, Signal Corps driver, from Manager Curtiss Aviation School, dated Jan. 19, 1914.
18. Letter to J.W. McClakey from J.S. Russell of Toronto, dated July 4. 1913 or 1914.
19. Letter to J.W. McClaskey.  
    1 original.  
    1 copy.
20. Letter to Curtiss Aviation Camp from Aero & Hydro, Aviation Weekly.
21. Letter to Aero & Hydro Aviation Weekly, Chicago, Ill. from Curtiss Aviation Camp.
22. Letters attempting to determine First Flight Dates for William Ocker. Three letters dated Jan. 27, 1938, Feb. 9, 1938, Feb. 15, 1938.

**Folder 03 – Curtiss School Hammondsport, 1913–1915**

1. Letter from Curtiss Hamondsport to Glenn Curtiss in Coronado, dated December 16, 1912.
2. Letter from Curtiss Hamondsport to Glenn Curtiss in Coronado, dated December 16, 1912.
3. Letter from Curtiss Hamondsport to Glenn Curtiss in Coronado, dated December 18, 1912.
4. Letter from Curtiss Hamondsport to Glenn Curtiss in Coronado, dated December 18, 1912.
5. Contract between A.T. Heine of Minneapolis, Minnesota and Curtiss Hammondsport for flying lessons, dated February 17, 1913.
6. Memo to G.R. Hall, c/o Curtiss Hammondsport dated September 16, 1913.
7. Memo to Curtiss Hammondsport dated October 8, 1913.
8. Memo to Lyman J. Seely, care Curtiss Hammondsport dated October 9, 1913.
9. Memo to Curtiss Hammondsport dated November 13, 1913.
10. Memo to Curtiss Hammondsport dated December 4, 1913.
11. Memo to Curtiss Hammondsport dated December 8, 1913.
12. Memo to Curtiss Hammondsport dated January 15, 1914.
13. Memo to Curtiss Hammondsport dated January 20, 1914.
14. Memo to Curtiss Hammondsport dated February 3, 1914.
15. Memo to G.R. Hall, c/o Curtiss Hammondsport dated September 16, 1913.

**Folder 04 – Curtiss Aviation and School, Canada, 1915**

1. Canceled checks issued by the Dominion Bank of Toronto, Ontario. Macaulay’s personal checks. (5)
2. Letter to Bertram Tate. January 8, 1915.
3. Letter to Macaulay from Canadian Aviation Company Limited, dated May 15, 1915.
4. Letter to Canadian National Exhibition from Curtiss Aviation Camp, dated July 6, 1915, 2 pages
5. Telegram to Macaulay from Bain News Service, dated October 18, 1915.
6. Letter to Macaulay in Toronto from Hammondsport concerning a missing aircraft, dated December 17, 1915.
7. Weekly summaries of Daily Flying Records, July 17–November 16, 1915, 24 pages.

**Folder 05 – Macaulay Correspondence Curtiss Aviation, 1913–1917**

1. Letter to Macaulay from Universal Film Manufacturing Company, dated September 23, 1915.
2. Letter from Hammondsport to Macaulay in San Diego, dated November 13, 1913, 3 pages.
3. Letter from San Diego to Macaulay in Hammondsport, dated March 23, 1914.
4. Letter from Hammondsport to Macaulay, dated July 8, 1914.
5. Letter from Hammondsport to Macaulay in Toronto, dated July 25, 1914.
6. Letter from Glenn Curtiss to Macaulay in St. Louis, Missouri, dated November 9, 1914.
7. Letter from Hammondsport to Macaulay in London, England, dated April 27, 1915.
8. Telegram from Curtis Motors (not sure which facility) to Macaulay in Toronto, dated July 6, 1915.
9. Letter of appreciation from students and staff of the Curtiss Aviation School (Canada?), dated September 1, 1915.
10. Letter from Curtiss Aeroplane Co., Buffalo, New York, to Macaulay in Newport News, Virginia, dated May 2, 1916.
11. Letter from Curtiss Aeroplane Co., Buffalo, New York, to Macaulay in Newport News, Virginia, dated May 24, 1916.
12. Letter from Curtiss Aeroplane Co., Buffalo, New York, to Macaulay in New York City, dated June 15, 1916
13. Letter from Curtiss Exhibition Co., Buffalo, New York, to Macaulay in New York City, dated July 17, 1916.

**Folder 06 – Macaulay Correspondence Aero Club of America**

1. Submissions by Macaulay to Aero Club of America for licenses for his students. October 1913–January 1914, 13 pages.
2. Letter from to Aero Club requesting permission to take tests to classify as an Expert Aviator, dated October 15, 1913.
3. Unsigned letter from observer to Aero Club, stating Macaulay and Lt. H.B. Post had passed qualified for Expert Aviator, dated December 3, 1913
4. Letter from Macaulay to Aero Club requesting permission to take tests for hydro-aeroplane certificate, sometime in 1914, dated December 27, 1913.
5. March 24, 1917 letter from Curtiss Motors to Aero Club of America concerning flight of Curtiss seaplane H-10 by Macaulay, March 6, 1916. Accompanied by a hand-written letter to Macaulay thanking him for the report, also dated March 14, 1917.
6. April 9, 1917 letter to Macaulay from Hall, explaining how he had submitted course and altitude data to the Aero Club conserving the Curtiss H-10 flight by Macaulay, March 6, 1916.

1 original.

1 copy.

**Folder 07 – Curtiss Aviation Correspondence**

1. Photocopy of pages 281–283 of The Curtiss Aviation Book by Glenn H. Curtiss, 1912 Frederick A. Stokes Company. Note this chapter entitled “Pupils” lists Lincoln Beachey and E.C. Malik as students.
2. Telegram from Curtiss to Capt. Hannssey, Aviation Corps. War Dept., undated.
3. Telegram from Curtiss to Macaulay dated December 3, 1914.
4. Telegram on Curtiss letterhead to J.W. McClaskey at Curtiss Training Camp, San Diego, dated November 12, 1912.
5. Letter to Curtiss on Curtiss Hammondsport letterhead, dated January 4, 1912.
6. Letter to Curtiss on Curtiss Hammondsport letterhead, dated January 2, 1912, 2 pages.
7. Letter to Curtiss Aeroplane Co., Hammondsport, dated December 9, 1912, unsigned.
8. Letter to Harry concerning Saturday Evening Post article, dated December 11, 1913, unsigned, initialed JWV/V.
9. Notice of Stockholders of the Curtiss Aeroplane Co, dated December 17, 1912.
10. Letter to Curtiss from Israel Ludlow, dated December 19, 1912.
11. Letter to Curtiss from H. C. Genung, dated December 28, 1912.
12. Letter from Curtiss to Harry concerning making a business proposition to Beachey, dated January 3, 1913.
13. Letter to Curtiss from Peter Callan of Albany, N.Y., concerning air shows in Montreal, dated January 4, 1913.
14. Letter from Curtiss to Henry Kleckler at Hammondsport, dated January 14, 1913.
15. Letter to Curtiss from Aero Club of America, notifying Curtiss of being awarded the 1912 Collier Award, dated January 31, 1913. 1 original and 1 photocopy.
16. Letter from Curtiss to Aero Club acknowledging award of the Collier Trophy, dated February 10, 1913. Photocopy only.
17. Letter to Curtiss from H. C. Genung, dated February 3, 1913. Grouped with newspaper article about Hotel Del Coronado guests taking Curtiss Flying Boat ride; sale notice for hydro pontoons; and press release for Aero Hydro publication.
18. Letter to Curtiss from H. C. Genung, a proposed letter to market the flying boat in yachting circles, dated February 5, 1913. Grouped with a cover letter to Curtiss dated February 8, 1913. 2 copies of marketing letter.
19. Letter to Curtiss from Ray Francis concerning demonstrating the flying boat in San Francisco, dated February 9, 1913
20. Letter to Curtiss from O.E. Williams Aeroplane Co, dated February 6, 1913. Copy of response from Curtiss, dated February 17, 1913.
21. Letter to Curtiss concerning article in the publication Motor Boat, dated February 14, 1913, unsigned, initialed LS\*A.
22. Letter to Curtiss from Hammondsport concerning tuition fees for flying school, dated February 20, 1913, illegible signature.
23. Letter from Curtiss to Mr. Seeley, dated February 25, 1913.
24. Letter to Curtiss on Hammondsport letterhead, dated March 8, 1913, illegible signature, 4 pages
25. Letter to Curtiss from a major in the Signal Corps thanking Curtiss for a photo album, dated March 10, 1913, illegible signature.
26. Letter from Curtiss Aviation School to J.C. Irvine acknowledging receipt of a letter, dated April 15, 1913, initialed JWV.
27. Letter from Curtiss Aviation School to G.R. Hall acknowledging receipt of $500, dated April 18, 1913.
28. Letter from Curtiss Aviation School to Fred J. Heintz Jr. acknowledging receipt of a letter, dated May 17, 1913, initialed JWV.
29. Letter to Curtiss Aeroplane Co., Hammondsport, N.Y., concerning shipping request, dated October 27, 1913.
30. Letter to Curtiss from Harry, concerning Collier Trophy, dated February 8, 1913.
31. Letter to Kilmer concerning a recommendation, dated January 19, 1914, unsigned.
32. Letter from Henry Kleckler, Curtiss Aeroplane Co., Buffalo, N.Y. to Lt. Hollis L.R. Muller concerning payment for Pup, dated January 10, 1916.

**Folder 08 – Documents of The Curtiss Exhibition Co.**

1. Assignment of account of Floyd E. Barlow and The Curtiss Exhibition Co., dated December 9, 1912, 2 pages.
2. Letter from G. Ray Hall, The Curtiss Exhibition to J.W. Van Ness, concerning payment, dated April 24, 1913.
3. Contract between Macaulay and The Curtiss Exhibition Co. Dated May 1914, 4 pages.

**Folder 09 – Telegrams to Curtiss Aeroplane Hammondsport from G. H. Curtiss to Curtiss Aeroplane Hammondsport**

1. Telegrams from G. H. Curtiss to Curtiss Aeroplane Hammondsport dated from December 9, 1912 to January 6, 1913, 7 in total.
2. Telegrams from G. H. Curtiss to Curtiss Aeroplane Hammondsport undated, 5 in total.
3. Telegram from Van Ness.

**Folder 10 – Signal Corps**

1. McCook Field inventory sheet for variable pitch propeller, dated 1921.
2. Official orders from War Department. May 21. 1919.
3. Letters (2) to Colliers and The American Magazine, Macaulay submitted articles for publication, both dated 1919.
4. Letter to Glenn Curtiss from Macaulay, dated March 25, 1919. Original and photo copy.
5. Orders from Rockwell Field to Taliaferro Field explaining Macaulay would not return from leave on time as he was out of contact due to his efforts to search for missing aviators in “lower California.” Dated 1919.
6. Memo, 6 pages from Macaulay to the commanding officer of Rockwell Field concerning the search for other missing aviators in December 1922.
7. Letter from Henry Harley Arnold, Major Air Services, thanking Macaulay for his efforts in the 1922 search, dated March 1, 1923.

**Folder 11 – Reports Concerning Transcontinental Flights**

1. Report about flight starting December 5, 1918. Report is dated December 12, 1918 and 7 pages.
2. Report about second flight starting April 12, 1919. Report is dated April 21, 1919 and is 10 pages.
3. Cardboard cover for second report.

**Folder 12 – Early Birds Correspondence**

1. 2 letters concerning the Early Birds

**Folder 13 – Manuscripts**

1. 1962 reprint of 1936 San Diego Union article about Macaulay, created for his birthday.
2. 11 manuscripts, some without author credits, but most likely all were written by Macaulay.
3. 2 pages of handwritten notes.
4. Damaged photocopy of typewritten article about 1919 flight, 2 pages.

**Folder 14 – Speech to Rotary Club**

1. Text of speech Macaulay gave to Rotary Club, June 21, 1945.
2. Original folder.

**Folder 15 – Correspondence Personal**

1. Letters, postcards and telegrams (19), spanning 1911–1950.
2. 11 manuscripts, some without author credits, but most likely all were written by Macaulay.
3. 2 pages of handwritten notes.

**Folder 16 – San Diego Chamber of Commerce**

1. 4 letters spanning 1925–1950.

**Folder 17 – Newspaper Articles**

1. Scrapbook with multiple articles glued together. All have some mention of Macaulay.
2. Photocopy of badly damaged article about Macaulay.
3. Several loose clippings, 2 are Macaulay’s obituary.

**SERIES II: Photos**

**Folder 18 – Photos**

1. 15 photographs of aircraft including several of the Curtiss Hydroaeroplane, two of the Burgess Company tractor-type, a Martin T in flight, and Curtiss photo taken on Coronado. All appear to be in the 1911-1915 era. Some in Coronado, some in Hammondsport. 1 undated photocopy of Macaulay photo.

**SERIES III: Manuscript**

**Folder 19 – Unsigned manuscript**

1. 5 undated and unsigned manuscripts, all concerning aspects of early aviation, subjects range from record-setting flights to dangerous aircraft.

**SERIES IV: Brochures**

**Folder 20 – Brochure Curtiss-Wright Flying Schools**

1. Advertising brochure, 1930s era.

**Folder 21 – Brochure Curtiss-Wright Flying Schools**

1. Laminated report by Lincoln Beachey on the dangers of early military aircraft, specifically the death of a Lieut. Henry Post. Written between 1914–1915.

**Folder 22 – Misc.**

1. March 1971 letter to Robert B. Wood of the Smithsonian from Charles Worman of the Air Force Museum concerning a delivery.

**End of Box Listing**